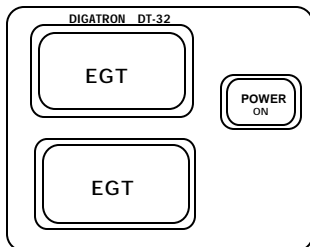


INSTALLATION & OPERATING INSTRUCTIONS MODEL DT32SNL

KEYBOARD CONFIGURATION



POWER ON

When turned on, your instrument will begin a 10 second display test. At the end of the test, your instrument's serial number will be displayed.

POWER HARNESS

SN-LCHBN: Your instrument receives its power from the lighting coil. Install the harness in the following manner.

Splice the red lead of the lighting coil harness directly into the lighting coil wire before the regulator using one of the "set screw" wire connectors provided. Connect the other lead of the lighting coil harness directly to the engine block. Route the connector end of the harness to the instrument and plug it into the pigtail with the **black boot**. Twist the connector ¼ turn to lock it in place.

NOTE: Do not use the large white pigtail with the **gray boot**, it is an EGT input.

EXHAUST GAS TEMPERATURE

Exhaust gas temperature (EGT) is used primarily for adjusting the air/fuel ratio. Because of its quick response, the effects of carburetor adjustments are seen immediately. Fuel system and carburetor problems can often be spotted quickly enough to prevent engine damage.

Exhaust gas temperatures typically run between 1100°F and 1350°F. The EGT on a properly tuned engine will increase rapidly as the throttle is opened and as the load on the engine is increased. At full throttle and full load the EGT will stabilize at a temperature dependent on the air/fuel ratio. Both a "too lean" or a "too rich" condition will be indicated by a lower than peak temperature. The "too lean" condition can damage your engine. An increase in coolant temperature or cylinder head temperature is usually an indication of this. The best way to determine what temperature is normal for your motor is to tune for good plug or piston color and then observe the temperature at various throttle settings.

EGT SENSOR INSTALLATION

EXT-172RBN: Install the sensor clamp assembly on the exhaust header. Position the clamp so that the sensor will be in the center of the header and approximately 2" from the head side of the exhaust flange.

Using the fitting on the clamp assembly as a drill bushing, drill a 3/16" hole through the header. Remove the clamp assembly from the header and redrill the hole to 13/64". Reinstall the clamp assembly aligning it with the hole just drilled.

Insert the EXT-172RBN sensor into the fitting so that the tip of the sensor extends ¼" past the center of the header. Tighten the compression nut to lock it in place. Connect the black wire to any clean, unpainted metal surface on the engine (it is important that this is a good electrical connection).

Route the sensor cable from the motor to the instrument. Secure the cable with cable ties to prevent excessive movement. **The thermocouple cable is brittle and will break at the flex points if not properly tied down.** It is also a good practice to protect the cable with a short piece of fuel line at any point that it may rub against a hard surface.

All EGT sensors use a **gray boot** on their connectors. Since you have more than one EGT sensor, you might want to use a permanent marking pen on the boot to identify individual sensors. Connect the sensors to the pigtails with the **gray boots** and twist the connector ¼ turn to lock.

CABLE ROUTING NOTES

Your sensors should always be routed as far away as possible from the ignition system components (plug wires, spark plugs, ignition coils, distributor or magneto). Sensor cables too close to these components may pick up radiated electrical interference and cause erratic instrument readings and operation. A distance of at least 6" from these components is desirable in all installations.

When routing sensor cables through any panels, be sure to use a rubber grommet to keep the cables from being cut by a sharp edge. If you experience erratic readings after installing your instrument, it is usually helpful to separate individual sensor cables as much as possible. In particular if your sensor cables are too long, coil the excess cable of each sensor separately.

UPGRADES

You may return your instrument to the address listed below to add memory, tachometer and backlighting. Please allow two weeks for delivery.

REPAIRS

Your instrument is warranted to be free from factory defects and electronic failure for one year from the date of purchase. Physical damage during normal usage is not covered under the warranty. Be sure to fill out and return your warranty card for our records. If we do not have a card on file for your instrument, you will be charged for repairs unless you can provide us with proof of purchase date.

When returning an instrument for repair, enclose a note indicating your return address, phone number and a detailed description of the problem. Send your instrument and sensors so that we can check the complete system.

Send repairs to:

Digatron

8102 N. Freya St.

Spokane, WA 99217

Phone: (509) 467-3128 Fax: (509) 467-2952 10/17/99